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Congressional Document.

ADMIRAL BAUDIN AND COM. SHUBRICK.

LETTER from the Secretary of the Navy, transmitting a copy of the correspondence between Admiral Baudin and Commodore Shubrick.

NAVY DEPARTMENT, March 18, 1840.

SIR: In compliance with the resolution of the House of Representatives of the 9th inst., I have the honor to transmit copies of the correspondence on file in this department between Admiral Baudin, of the French navy, and Commodore W. B. Shubrick, of the United States navy, at Pensacola, during the month of June last.

I am, very respectfully, your obedient servant,
J. K. PAULDING.

Hon. R. M. T. HUNTER,
Speaker of the House of Representatives.

U. S. FRIGATE MACEDONIAN,
Pensacola Bay, July 1, 1839.

SIR: In my letter of the 23d ult. (No. 58) I had the honor to inform you of the arrival of the French frigate *Néréide*, bearing the flag of Vice-Admiral Baudin; and it is my duty now to relate to you all that has since passed between the vice-admiral and myself.

The *Néréide* arrived early on Saturday morning the 22d ult. As soon as she anchored, which was about 8 o'clock, I sent a lieutenant on board with the usual message of welcome and offer of services. About 9 o'clock I sent on board again, and informed the admiral that it was my intention to salute him at 10 o'clock, and that at half past one I should pay my respects to him in person. The admiral returned for answer, that he had some cases of yellow fever on board, and requested that the salute might be deferred until they were landed; and inquired whether he would be allowed to send them to the naval hospital. I then sent him the communication, a copy of which accompanies this, (marked A,) with an offer to send an officer to Commodore Dallas with his officer; and in a short time received the communication marked B.

In the course of that day (Saturday) his sick were landed, and on Sunday morning, the 23d, as soon as his colors were hoisted, he hoisted an American ensign at his main, and fired a salute of twenty-one guns, which was returned from the navy yard; and about the same time the French ensign was hoisted at the fore of the *Macedonian*, and the salute of twenty-one guns fired, which was returned from the *Néréide*. So far I thought that all had gone on well, and I determined to pay the personal visit which I had offered at half past one; but as I approached the *Néréide* for that purpose, with several officers in full uniform with me, and my pennant flying on the boat, Admiral Baudin left his ship, passed near me, with his flag flying on his boat, and went on shore. Still being unwilling to believe that this was meant as an intentional slight, I waited on board the *Macedonian* until the hour for visiting had passed, and the admiral had not returned to his ship.

On Monday morning, the 24th, being anxious, if I erred, to err on the side of courtesy, and determined to leave the admiral no room to say that I had failed in proper respect to an officer of high rank, visiting one of our own harbors, I, at a little before twelve o'clock, accompanied by the captain of the *Macedonian*, my flag lieutenant, and fleet surgeon, went on board the *Néréide* in full uniform, and with my pen-

nant flying on the boat. We were received and treated, during the visit, with a constrained politeness. No salute was fired, either when I went on board or when I left the ship, and no apology offered for the omission. I took care to inform the admiral that I was on my way the day before to visit him, when I saw him leave the ship to go on shore; but no regret was expressed on his part.

The next morning, the 25th, I sent him the communication marked C; after he had received which, he visited the *Macedonian*, accompanied by his flag captain, the commander of the brig, and his flag lieutenant. He was received on board the *Macedonian* in the same manner in which he had received me. After leaving the ship, he called on me at my residence on shore, conversed in the most pleasant and cordial manner, and invited me to dine on board the *Néréide*. It is hardly necessary to say that the invitation was declined.

In the course of the afternoon of the 26th, I received the communication marked D; and on the morning of the 27th sent to the admiral the communication marked E.

After the transmission of my communication marked E, taking it for granted that the admiral was sincere in saying that he hoped a simple difference of opinion on a point of service would not affect the sentiments of cordiality which should exist between the commanders of the forces of two friendly nations, and wishing to fail in no duty of hospitality, I invited him and the commanders of vessels in his squadron to dine with me at my residence on shore. A copy of his note declining the invitation is annexed, marked F.

Here I thought the correspondence had closed; but, much to my surprise, on the afternoon of the 28th I received the very extraordinary communication marked G, and on the morning of the 29th, returned that marked H; after which the notes marked I and K were exchanged.

The department will see by these several communications how the highest appointment that can be conferred in the navy of the United States is viewed by officers of high rank in European navies; for Admiral Baudin's opinions are the opinions of them all, naturally growing out of their system. It is expected, it seems, (and it would appear from the statements of the admiral that, in some instances, these expectations have not been disappointed,) that every American commodore, on meeting with a foreign rear-admiral, is to acknowledge his inferiority of rank!!!

Admiral Baudin says that he received me with the ceremonies which their regulations assign to a rear-admiral in the French navy, and I am bound to believe him; but I have never before known an instance of a flag officer being received, on making a formal official visit, without a salute of guns.

My opinion is, that he was bound to receive me with the same honors with which he would expect me to receive him; in other words, that as commander-in-chief and commander-in-chief, we should meet on footing of perfect equality.

I have been the more careful to make a minute record of the whole of this transaction, because in the Rules and Regulations for the Government of the Navy nothing is to be found by which the conduct of officers, on meeting with foreign officers, is to be regulated; each commander-in-chief is left to the exercise of his own judgment of the matter, subject at all times to the influence of powerful feelings, and to the fear of compromising on one hand his own dignity, or compromising on the other the friendly

intercourse which it is so desirable to maintain between the officers of different nations meeting on the same station. It has been my constant desire to avoid both.

A critical examination of Admiral Baudin's conduct would point out many inconsistencies. He says, in his communication marked D, that he received me with the ceremonies due to a French rear-admiral; and, in the same letter, that he was careful to grant me nothing in derogation of rules. It is clear, then, that he considers me as a rear-admiral. By what rule does he so consider me? It must be by one of his own making; and, while he was about it, he might as well have made me a vice-admiral at once; but, considering me a rear-admiral, why did he not visit me at Vera Cruz, where he was at anchor with the flag of a rear-admiral flying, when I anchored? As the last comer, I was entitled to the first visit, by all rules, civil or military.

The argument of the admiral, as well as his conduct, is full of inconsistencies and monstrous pretensions. He expects me to visit him first, and to salute him first, at Vera Cruz as well as at Pensacola, whether I arrive first or last; at all times, and in all things, I am to acknowledge his superiority when he is a rear-admiral; and when he is a vice-admiral, the broad pennant is never, under any circumstances, to meet the square flag on a footing of equality.

As a farther elucidation of the spirit with which the admiral has entered into this discussion, I annex a copy of a letter received by me from Mr. Burrough, consul for the U. States at Vera Cruz, marked L.

According to Mr. Burrough's statement, Admiral Baudin told him that Capt. Lainé, of the *Gloire*, had waited on me in his name, and that neither my captain nor myself had returned the visit; and Capt. Lainé, being present, confirmed the statement. Now the admiral says nothing of the kind in his communication to me, but speaks of "an officer of the *Gloire*," and of the propriety of my returning the visit by "a lieutenant, an officer of the same rank." How are these discrepancies to be reconciled? With whom is this great mistake?

But all the unnecessary importance given to the message by the lieutenant is intended to cover his want of civility at Vera Cruz, and his downright rudeness at Pensacola.

The department may feel well assured that I shall continue to pay every respect to the flag of France; and that if it is in my power to do any thing to alleviate the sufferings of the sick of the *Néréide*, (on board of which ship cases of yellow fever continue to occur,) all services will be cheerfully rendered; but personal intercourse between Vice-admiral Baudin and myself has ceased, except when we may by accident meet on shore.

The French brig of war *La Griffon* arrived on the evening of the 26th, and at 8 o'clock the next morning saluted with twenty-one guns, hoisting the American ensign at the fore; the salute was immediately returned with the same number of guns from the *Macedonian*, with the French flag at the fore.

The French steam vessel of war *Le Phaeton* arrived on the 28th, but did not salute.

I have the honor to be, very respectfully, your obedient servant,
W. BRANFORD SHUBRICK.
Hon. J. K. PAULDING,
Secretary of the Navy, Washington.

A.

U. S. FRIGATE *MACEDONIAN*,
Pensacola Bay, June 21,* 1839.

Commodore Shubrick presents his respects to Admiral Baudin, and expresses his great regret to learn that there is disease on board the admiral's ship.

Commodore Dallas, the commandant of the navy yard, and who is senior officer on this station, will

* This note should have been dated the 22d.

(Commodore Shubrick has no doubt) take great pleasure in affording to Admiral Baudin all assistance in his power in alleviating the situation of his sick.

Commodore Shubrick will defer the salute which it was his intention to offer to the flag of France, and his personal visit to Admiral Baudin, until it is perfectly convenient to the admiral to receive them.

B.

FRIGATE *NÉREIDE*, June 22, 1839.

The Vice-Admiral commanding the naval forces of France in the Gulf of Mexico has received, by one of his officers, the letter which Commodore Shubrick did him the honor to write to him.

I beg the commodore to consult only his own convenience with respect to the visit of which he apprized him.

To-morrow morning, so soon as the sick of the *Néréide* shall have been landed, the admiral intends firing a salute to the American flag.

After which there will be no more impediments to the exchange of salutes which Commodore Shubrick had the politeness to offer to the admiral.

C.

U. S. FRIGATE *MACEDONIAN*,
Pensacola Bay, June 25, 1839.

Commodore Shubrick, commander-in-chief of the naval forces of the United States in the West Indies and Gulf of Mexico, begs leave to address Vice-Admiral Baudin, commanding the naval forces of France in the Gulf of Mexico, on a subject which he assures the vice-admiral he is only induced to by a frank and sincere desire to cultivate with the vice-admiral those relations of friendship which have ever existed between the nations which they respectively serve.

Admiral Baudin must be aware that Commodore Shubrick was not received, when he visited the *Néréide* yesterday morning, with the ceremonies which naval etiquette has assigned to an officer exercising the command with which the President of the United States has been pleased to intrust the commodore.

It would be a subject of great regret to the commodore, if he could suppose that any want of courtesy, any neglect of etiquette on his part, had caused this unpleasant circumstance; but, conscious that he has paid every respect to the flag of France, and every personal attention to the vice-admiral, he requests that the vice-admiral will put it in his power, when he states the fact to his Government, to lay before it also the views that have governed the vice-admiral.

Commodore Shubrick repeats his hope that Vice-Admiral Baudin will see in this communication nothing but a frank desire to cultivate the most cordial relations. In so viewing it, he will only do justice to the commodore's feelings.

Vice-Admiral BAUDIN,
*Commanding the naval forces of France
in the Gulf of Mexico, frigate Néréide.*

D.

H. F. M. FRIGATE *NÉREIDE*,
Bay of Pensacola, June 25, 1839.

At the moment the Vice-Admiral Charles Baudin was going to pay a visit to Commodore Shubrick, he received the note with which he honored him from on board the *Macedonian*, of this day's date; therefore, the Vice-Admiral Charles Baudin could read the note only on his return on board the *Néréide*. If he had had any knowledge of it when he had the honor to see the commodore, he should have been anxious to give him, personally, part of the explanations he is going to consign here.

Before entering on any discussion with respect to the grievance complained of in the note under his eye, the vice-admiral thinks he ought to remind him of what had passed between himself and the commo-

dore since their first meeting in the Gulf of Mexico in the month of April last.

It was on the 22d April the U. S. frigate Macedonian, with Com. Shubrick's broad pennant flying, appeared in sight of Vera Cruz. The French frigate Nereide, carrying the admiral's flag on the mizenmast, was then at anchor under the Isle Verte; the remainder of the squadron was at Sacrificios, where the Macedonian came to anchor in the afternoon.

So soon as the Macedonian had cast anchor, an officer of His Majesty's frigate La Gloire went on board the commodore's ship to present to him the admiral's compliments and offer of services.

Six whole days passed by, during which period the admiral's frigate and that of the commodore remained at anchor only two miles distant from each other. During all this interval the weather continued favorable to an intercourse, yet the Macedonian set sail on the 23th of April, towards noon, without the commodore's returning to the admiral the least thanks, direct or indirect, for the offer of services he made to him on the arrival of the Macedonian.

It was, on the part of Com. Shubrick, a want of regard and understanding, somewhat without example, between officers belonging to nations actually at peace with each other. Therefore, when the admiral, on his departure from Vera Cruz, went to take leave of the United States consul, Mr. Burrough, with whom he was on very friendly terms, he could not help expressing to him his astonishment at the commodore's extraordinary conduct.

Mr. Burrough explained then to the admiral Commodore Shubrick's system, in the following language:

"I possess," says the commodore, "the highest grade to which an officer in the United States service can attain; the admiral, on the contrary, does not hold the highest grade in the French navy. I cannot, therefore, consider him as standing on higher ground with respect to myself, and owe him no condescension."

The admiral has not to discuss here the solidity of such reasoning; he cites it only to show under what impression he must have been when, on his arrival at Pensacola, he met, at that station, Com. Shubrick. The admiral's duty was to guard against any proceeding which might have been considered an acquiescence or only a concession made to the commodore's strange principles.

However, the admiral is pleased to acknowledge that, on this occasion, the commodore's conduct towards him has been as regular and polite as it had been irregular and impolite at their former meeting at Vera Cruz. So soon as the Nereide had anchored before Pensacola, two officers came, in succession, on the part of the commodore, to present his compliments and offer of services to the admiral. One of them informed the admiral that the commodore intended paying him a visit that very day, and to salute his flag with 17 guns. The admiral answered that he had a number of sick on board, for whom the physicians entertained some apprehension on account of the concussion produced by the fire of the guns; consequently he desired to put off firing the salute until the sick should all have been removed on shore; that this work should be performed the next day, early in the morning; that at 8 o'clock the Nereide would salute the United States flag with a national salute of 21 guns; that the admiral would then be at the service of the commodore for the exchange of the customary salutations.

The day before yesterday, (the 23d,) at 8 o'clock, a. m., the admiral's frigate hoisted the United States flag on the mainmast, and saluted it with twenty-one guns.

The frigate Macedonian having, by mistake, returned that salute, which, according to the agreements, was addressed to the land, the admiral ordered immediately a second salute of the same number of guns, which was returned from the battery of the arsenal.

Yesterday towards 11 o'clock, a. m., Com. Shubrick, accompanied by the captain of the Macedonian and several other officers, came to pay a visit to the Vice-Admiral Charles Baudin. The commodore was received on board the Nereide with all the honors to which the regulations entitle a French rear-admiral. The Vice-Admiral Charles Baudin, with his captain and principal officers, advanced to receive the commodore at the gangway of the quarter-deck; the guard commanded by an officer was under arms; the drum was beating when the commodore stepped on the quarter-deck, and the musical band played the national air—*Hail Columbia*.

The admiral invited the commodore and the officers of his suite to his state-room; and when, after half an hour's very friendly conversation, the commodore took leave, he was accompanied back by the admiral, with the same ceremony as he had been received on his arrival on board.

The admiral, therefore, does not see that the commodore has cause to complain, as he does in his note of this day's date, that he had not been received on board the Nereide with the ceremonies to which the naval etiquette entitles officers of his rank.

One thing more might have been added to the honors paid to the commodore, to wit: the salute on the yards, and the salute with the guns.

But the commodore is, no doubt, aware that it is the established principle amongst all the maritime powers, in the cases where foreign officers meet, that in point of personal salute or salutes, directed to the distinguishing mark of command, the officer of the highest grade *never salutes first*—he waits until he has been saluted. When the contrary is the case, it is from a derogation to the rules, and from pure courtesy. But what had passed before Vera Cruz, when, through the strangest forgetfulness of the covenants, the compliments and offer of services presented by the admiral to Commodore Shubrick had remained without an acknowledgment, the admiral would not feel invited to an excess of politeness towards the commodore. The admiral, being acquainted with the commodore's system, had to avoid with care any act which might have been construed as a recognition of that system, and as establishing a precedent in its favor.

In short, that system seems to belong only to Com. Shubrick. In the course of his service, the admiral has had several times occasion to witness meetings between commodores of the United States navy and French rear-admirals. He has never seen the American commanders hesitate making the first salute to a grade of distinction superior to their own; he has even seen an American commodore salute first a commander of a French station carrying a broad pennant on the mainmast, and who, as captain of a man of war, was older in service than the commodore. This, however, could only be considered as an act of courtesy, which did not affect the principles uniformly adopted with respect to the precedence in the order of salutes.

The admiral considers these principles as established on sound reason; and he believes he has sufficiently explained the motives which would not permit him to derogate from them in favor of Commodore Shubrick, as much as in favor of any other foreign officer. In the whole course of his career, the admiral has been (with the exception of one instance) on very friendly and agreeable terms with officers of the American navy whom he has had the honor to fall in with; and he felt very much disposed to be on similar terms with Com. Shubrick, whose conduct before Vera Cruz he has never considered as an intentional want of politeness, but merely as the effect of a *false system*.

The admiral wishes no better than to see the commodore making the actual discussion the object of communication to the Government of the U. States; in that case he would, on his part, report to the Gov.

ernment of France. In the mean time, until the decision be known, he hopes that a *simple difference of opinion* on a point of service will not destroy the feelings of cordiality which ought to exist between officers commanding the forces of two friendly nations. In this hope, he begs the commodore to accept the assurance of his highest consideration.

CHARLES BAUDIN.

Com. W. B. SHUBRICK,
Commanding the naval forces of the U. S.
at Pensacola.

E.

U. S. FRIGATE MACEDONIAN,
Pensacola Bay, June 27, 1839.

Commodore Shubrick has the honor to acknowledge the receipt of the communication of Vice-Admiral Charles Baudin, of the 25th inst., and loses no time in replying to it in the same spirit of frankness which dictated his (the commodore's) communication of the same date.

The commodore would remind the admiral that the only mark of respect paid to him, or to the flag of the United States, on his arrival at Vera Cruz, (to the circumstances of which the admiral has been pleased to allude,) was a message by a lieutenant from a ship (*not the admiral's ship*), conveying the customary words of welcome and offers of service; which the commodore, hoping for and expecting a visit from the admiral, did not deem it important to acknowledge, otherwise than by the message which he returned through the same channel.

Two days before the commodore left Vera Cruz, he sent a lieutenant to the same ship, with an offer of services in conveying the despatches of the admiral to the United States, which he considers a full equivalent for the attention of the admiral to him.

On the arrival of the admiral at Pensacola, within the waters of the United States, the commodore lost no time in offering to the flag of France the honors due to the flag of a nation in full amity with the United States; and as soon as circumstances would admit, he paid a personal visit to the admiral, expecting to be received with the honors and ceremonies due from one *commander-in-chief to another*; thinking, as he still thinks, that the command with which the President of the United States has intrusted him, places him on a footing of perfect equality with an admiral of any navy. In this expectation the commodore was disappointed; but he is bound to believe, from the communication of the admiral, that this disappointment was caused, not by a disposition on the part of the admiral to treat him personally with disrespect, but by the fact of the admiral and himself being governed by different "systems" of naval etiquette; and having shown his adherence to his system, by receiving the admiral, when he did the commodore the honor to visit him on board the *Macedonian*, as the commodore was received on board the *Néréide*, he is willing to leave the further discussion of the subject to their respective governments.

The commodore will merely remark, in reference to that part of the vice-admiral's note in which he speaks of the meetings between American commodores and French rear-admirals, that no commander-in-chief under whom the commodore has had the honor to serve (and they have been some of the most distinguished in the American navy) has so far forgotten what was due to the rank of his nation as to acknowledge the superiority of any other commander-in-chief.

In conclusion, the commodore assures the vice-admiral that no simple difference of opinion on a point of service can have any effect on the feelings which he entertains personally towards the vice-admiral, and that it will give him great pleasure to render any service in his power to the French squadron in the waters of the United States.

The commodore requests the admiral to accept the assurance of his profound respect.

WM. BRANFORD SHUBRICK.

Vice-Admiral CHARLES BAUDIN,
Commanding the naval forces of France in the
Gulf of Mexico, His French Majesty's frigate
Néréide, Bay of Pensacola.

F.

NÉREIDE, Pensacola, June 28, 1839.

The Vice-Admiral Charles Baudin regrets exceedingly to be in a situation which does not permit him to accept Com. Shubrick's invitation for next Saturday; he begs the commodore to accept the assurance of his regret.

G.

H. M. FRIGATE NÉREIDE,
Bay of Pensacola, June 27, 1839.

The Vice-Admiral Charles Baudin has seen with satisfaction, from the note which Com. Shubrick did him the honor to address to him of this day's date, that the correspondence established between them since the day before yesterday has, on either side, no other character than that of a frank and open exposition of facts and principles relating to a point of naval etiquette, on which the commodore and admiral differ in their opinion.

It is in this spirit of friendly and kind discussion that the admiral has the honor to answer the commodore's note.

He regrets, he must say, that he has by no means found satisfactory the explanations the commodore gave on the subject of the nature of the disdain with which the admiral's proceeding was treated, when an officer presented himself, in his name, on board the *Macedonian*, on her arrival at Sacrificios, to present to the commodore the admiral's compliments, with his offer of services.

The commodore acknowledges that he went no farther than to return his thanks to the admiral by the same officer who had carried those compliments and offer of services, and, after having abstained from any communication with the admiral for five days, he then only sent an officer on board the *Gloire* to inform the admiral he was about sailing, and offered to take charge of his despatches.

The commodore has, no doubt, too perfect a knowledge of all the usages of the naval service, not to know that it is a point of etiquette universally adopted by the naval powers, that, whenever a commander, on coming to anchor, receives the compliments and offer of services of a foreign commander, he ought *within twenty-four hours* (except in cases of impossibility) to return his thanks to the commander by an officer of the same rank, if possible, as that of the officer who carried the first message.

This usage is so well established on the most simple rules of politeness and kindness, that it can by no means be dispensed with, without the most extraordinary negligence or intention to insult.

The commodore, in order to palliate his wrong, assigns two reasons:

In the first instance, says the commodore, the officer who presented him the admiral's compliments and offer of services did not belong to the admiral's ship, but to another.

What does it matter, if that officer presented himself as sent by order of the admiral, and speaking in his name?

The fact is, the admiral was that day on shore at Vera Cruz, and Capt. Lainé, of the *Gloire*, who, being the oldest captain, commanded in the admiral's absence, fulfilled his instructions, and acted conformably with the usages, in directing the admiral's compliments and offer of services to be presented to Com. Shubrick immediately on his arrival.

The *Néréide*, which carried the admiral's flag, being at that time at anchor at the Isle Verte, two

miles off, would not have been able to perform that service so promptly as the *Gloire*, being at Sacrificios, where the *Macedonian* came to anchor.

If the commodore was not willing to have his thanks carried direct to the admiral, he could not, at least, omit sending them by one of his lieutenants on board the *Gloire*.

That course would not have been very polite, but it would have been conformable with the rules of strict etiquette.

The second reason assigned by the commodore as an excuse for not having sent his thanks to the admiral for his offer of services is, says he, that he *expected a visit from the admiral himself*.

The admiral must confess to the commodore that such reasoning surpasses his intellect. He does not comprehend that a first act of politeness is not returned because a second one is expected; nor that the second one is calculated on, when the first, it seems, has been received with disdain.

If the admiral had intended paying a visit to Com. Shubrick on his arrival, he would certainly have been prevented from so doing by the indifference with which the commodore received his first mark of attention. It was even, in a similar case, a duty for the admiral to abstain from so doing.

He could not, under those circumstances, pay the first visit to Com. Shubrick, without being wanting in what he owes to the dignity of his country and the dignity of his own person.

The commodore says that, on the arrival of the *Néride* at Pensacola, he was eager to pay to the French flag the honors which are due to the flag of a nation fully in a state of friendship with the United States.

This assertion is truly a joke. The commodore has done no more towards the admiral, on his arrival at Pensacola, than the admiral had done himself towards the commodore, on his arrival at Sacrificios.

But the admiral has sent immediately one of his lieutenants to thank the commodore; and consequently the commodore is still behindhand with the admiral in point of politeness.

It is true the commodore had signified in writing to the admiral his intention to salute his flag; and if that intention had been carried into effect—if, after the admiral had first saluted the U. States national flag, by two successive salutes of 21 guns, the commodore had, in turn, given to the admiral's flag the personal salute as he signified to him, the admiral would certainly not have failed showing the commodore every mark of consideration which is due to the rank he holds in the United States navy. But as it soon became evident to the admiral that the pretensions of the commodore led him to expect the first salute from the admiral at Pensacola, in the same manner as his pretensions had already led him to expect the first visit at Sacrificios; and as the admiral believed it to be his duty not to yield to the second of his pretensions any more than he did to his first, the public relations between the commodore and the admiral have lost that character of good feeling and reciprocal friendship which the admiral would have been very happy to see extended and strengthened during his stay at Pensacola. An invitation to dinner, given by the admiral to Com. Shubrick and several of his officers, has been declined. On his side, the admiral finds himself, to-day, under the sad necessity to decline a similar invitation from the commodore. This state of things is much to be regretted on either side; but the admiral is conscious of not having provoked it, being convinced that his entire conduct towards the commodore has been conformable with the rules marked out by usage and founded upon reason.

In his note of day before yesterday, the admiral declared that he would refrain from discussing the arguments on which the commodore established his ideas of personal pre-eminence with regard to foreign admirals.

To-day the commodore recurs again to that subject, and says "he thinks that the command which the President of the United States has given him places him on a footing of perfect equality with any admiral of any nation whatsoever."

This proposition may be correct within the extent of the United States, and for the citizens of the United States; but it is not so for foreigners. Here is the reason:

In the first place, a distinction must be made between a station which is the result of a temporary commission, and the grade which is conferred by a permanent commission.

The temporary commission remains in the pocket of the person who received it; nobody sees it. The grade shows itself by the exterior marks of command—marks well known by all, and to which every one pays the just portion of respect which is due to them. No chief has a right to exact any thing beyond it. The special commission the commodore holds from the President is not written on his broad pennant, any more than there is inscribed on the flag of the admiral his quality of minister plenipotentiary of the King of France. There is, then, nothing more in sight than a commodore's broad pennant, and the flag of the vice-admiral.

All nations which have a regular navy have adopted, by common consent, exterior signs for the purpose of marking the various degrees of hierarchy of command. Therefore, among all the nations the broad pennant is the distinguishing mark of the superior officer who commands, or who can command, a certain number of ships of war; the square flag hoisted on the mizenmast indicates a rank superior by one degree to that of the officer who carries the broad pennant; the same flag hoisted on the foremast indicates, moreover, a rank superior to that of the officer who carries it on the mizenmast; in short, the square flag hoisted on the mainmast is the distinguishing mark of the highest rank in the naval hierarchy of any nation whatsoever.

Such are the universal usages; these usages have likewise established a vocabulary of honors and exterior marks of regard and respect, which are not the same in every navy, but are governed by common principles. These principles are:

1. That the scale of honors must be exactly graded by that of the ranks.
2. That the honors are due only to the distinguishing mark of the officer who receives them.
3. That when those honors are *personal*, they ought not, however, to exceed the tribute to which is entitled the rank of the person to whom they are paid.
4. In case two officers meet, carrying marks of different distinction, it is always the mark of distinction of an inferior rank that is to pay first the honors to the other.

Any derogation to these principles will only produce in the naval usages uncertainty and confusion, to which the admiral will not, on his part, incur the reproach of having contributed.

The sentiment of national honor, even when going astray, is, of all other sentiments, the one for which the admiral has the highest respect. But the farther the admiral is from having an intention to hurt the dignity of any nation, the more he knows, likewise, what he owes to the dignity of his own country.

He persists in his opinion that that dignity would have been compromised if, after what had passed between Commo. Shubrick and himself at Sacrificios, he had yielded to any of the commodore's pretensions.

In finishing this long note, which he will not endeavor to make shorter for fear of retarding its transmission, the admiral experiences the necessity of assuring Com. Shubrick that the actual discussion does not affect his feelings of good-will and esteem.

which he had been disposed to entertain for the commodore at both their meetings.

He begs the commodore to accept, with this assurance, that of his highest consideration.

CHARLES BAUDIN.

H.

U. S. FRIGATE MACEDONIAN,
Pensacola Bay, June 29, 1839.

Com. Shubrick acknowledges the receipt of Vice-Admiral Baudin's communication dated 27th inst., and regrets exceedingly that the vice-admiral should have given himself the trouble to go into a detailed statement of the rules and principles by which he is governed in his intercourse with foreign officers, which the vice-admiral must be aware can have no effect other than to prove what was already sufficiently evident, that there can be no approximation between the principles which govern the vice-admiral and those which govern the commodore.

It is even with greater regret that the commodore finds the vice-admiral indulging in an expression in relation to one of the commodore's statements, which nothing but the repeated declarations of the vice-admiral that it was his wish to conduct this correspondence with respect and courtesy, and a fixed determination on the part of the commodore to allow nothing personal to enter into the discussion, could deprive of its offensive meaning.

Respect for himself, for the vice-admiral, and for the subject in discussion, would forbid all jesting ("pansanterie") on the part of the commodore.

With respect to the salutes fired on the arrival of the vice-admiral, it is only necessary to state what the commodore hoped was sufficiently evident. His intention was to salute the flag of France, and to pay a personal visit to the vice-admiral. The salute appointed for the great national days of the United States is 17 guns, and it was the first intention of the commodore to fire 17; but the admiral having saluted the flag of the United States at the navy yard with 21 guns, 21 were fired from the Macedonian to the flag of France. The distance to the navy yard was such that it was uncertain how soon the admiral's salute might be returned; and the salute from the Macedonian was fired without waiting for it. Before the admiral returned the salute from the Macedonian, however, his salute was returned from the navy yard; and the last salute being fired from the Nereide, could be considered in no other light than as a return to the Macedonian's salute.

The commodore repeats his conviction that he has not omitted any proper mark of respect to the flag of France, nor any personal civility to the vice-admiral, and he requests the vice-admiral to accept the assurance of his high consideration.

WM. BRANFORD SHUBRICK.

I.

H. M. FRIGATE NEREIDE,
Bay of Pensacola, June 29, 1839.

The Vice-Admiral Charles Baudin has this moment received the note which Com. Shubrick did him the honor to write to him of this day's date. He thinks he ought to confine himself to acknowledging the receipt of it, under the impression that the object under discussion appears to him sufficiently explained.

On the 22d inst. the admiral had the honor to address to Com. Shubrick a short note, without signature, of which he is anxious the commodore would be good enough to give him a copy.

The admiral begs the commodore to excuse the trouble he gives him on that subject. He renews, at the same time, the assurances of his highest consideration.

CHARLES BAUDIN.

Com. W. B. SHUBRICK,

Commanding U. S. Naval forces at Pensacola..

K.

U. S. FRIGATE MACEDONIAN,
Pensacola Bay, June 30, 1839.

Com. Shubrick has the honor to enclose to Vice-Admiral Baudin, in compliance with his request, a copy of the note which the admiral addressed to the commodore under date of 22d inst.

The commodore requests the vice-admiral to be assured that if any thing can be done to contribute to the accommodation of the French squadron, while in the waters of the United States, he may freely command the services of the commodore and of all under his orders.

The commodore begs the vice-admiral to accept the assurance of his high consideration.

WM. BRANFORD SHUBRICK.

Vice-Admiral CHARLES BAUDIN,
Commanding the naval forces of France in the Gulf of Mexico, H. F. M. frigate Nereide.

L.

CONSULATE U. S. OF AMERICA,
Vera Cruz, May 1, 1839.

SIR: I feel it my duty to inform you that, in the course of a visit which I had the honor to receive from Rear-Admiral Baudin, commanding the naval forces of the French for the Gulf of Mexico, &c. &c., on Sunday morning last, the day he left this, he stated, that being on shore when your ship hove in sight, and observing that she bore the broad pennant of a commodore, he ordered Commander Lainé, of the frigate Gloire, at present the commodore of the fleet at this place, to repair on board your ship immediately on her arrival at the anchorage, and to tender to you the services of himself, the admiral, and in his behalf and name make you a visit.

Commodore Lainé, being also present, affirms that, in pursuance of the instructions of the admiral, he did repair on board your ship soon after letting go her anchor, and tendered to you the respects of the admiral; and that, in reply, you desired "that your thanks might be conveyed to him."

This visit they state was not returned by you or your captain; that you sent on board some time before you sailed, informing, through a lieutenant, "that you would be happy to take charge of any letters they might have for the United States."

The admiral further stated, that notwithstanding the visit made in his name to your ship was not reciprocated or returned, yet, trusting that you were actuated by no ungenerous feelings towards him; or his second in command, Captain Lainé, or others, he had resolved, and fully intended to have made you a visit in person on board your frigate the very day on which you sailed; and would have done so, had you not left at so early an hour.

Admiral Baudin, at the same time, expressed his very sincere regret that "any misunderstanding as to national etiquette should have occurred between you and himself; that he had contemplated very great pleasure and satisfaction in making the personal acquaintance of Commodore Shubrick." All which I have the honor to communicate for your knowledge and action, as occasion may require.

With the assurance of my high consideration and personal respect, I am, sir, very respectfully, your obedient servant,

M. BURROUGH.

Commo. EDWARD R. (W. B.) SHUBRICK,
Commander United States navy, &c. &c. &c.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to
March 5—tf
JOHN S. FRASER,
168 Pearl street, New York

Correspondence of the N. Y. Journal of Commerce.
GREAT INCREASE IN THE BRITISH NAVY.

LONDON, Feb. 29th, 1840.—There is no subject of more vital importance to this country, or one that is more sensitively felt by all ranks and condition of men, than the state of the British Navy. The excitement which has been exhibited upon it, both in and out of Parliament, for the last twelve months, has been of the most feverish description; the daily press have been, morning and evening, and without distinction of party, lamenting the degraded position of the Navy, and fiercely demanding an increase to the force, and a more efficient system of manning it; pamphlets by scores have been hurled at the heads of the Navy Commissioners, reiterating such accusations and insisting that something should be immediately done; and motion succeeded motion, in both the Lords and Commons, full of indignant remonstrance with the Ministry, and expressive of a firm, resolute, and undaunted determination to make that flag which had "braved the battle and the breeze," as much respected, revered, and dreaded, as it was during the days of the immortal Nelson. All these onslaughts have not been without effect, and the government have at last seen the necessity of no longer either despising or disregarding public opinion. On the 21st, Mr. Moore O'Ferrall, the Secretary to the Admiralty, moved the Navy estimates for the present year, in a speech which was described by the *Tory Herald* as "neat, mild, and gentlemanly," and as this speech must be deeply interesting to you and your readers, together with the discussion which followed it, I shall endeavor to give you a summary of the contents of the one and the most important portions or extracts from the other.

It appears that in 1839 there were 224 ships in commission, and on the 1st of Jan. 1840, they had increased to 239. The amount of excess last year, over the estimates of the previous year, was £395,000—this year it is £461,000. On the first of Jan. 1,211 men were in the Navy who were not rated for by the House—the committee were therefore asked for an increase of 1,000 more. £50,000 are required for provisions: The increase in wages of the dock yard artificers was £2,857, and for the year, £60,000 were wanting for them, with the exception of £10,000 which is to be devoted to the new steam manufacture at Woolwich. 800 extra men are now to be sent into the yards as ship-wrights, making a total of 8,391, and their numbers are to be increased. Two ships of the line, first class, are to be forthwith laid down, and to be followed by others so as to keep up "the building of a class of ships commensurate with those employed by Foreign Powers." The increase in the Foreign dock yards is £900, caused by sending engineers for the repair of steamers to Malta and Jamaica, and for "the payment of a Naval builder in India, where it is proposed to construct large ships, and to convey home in them the frames of men of war." The increase for naval stores is £136,000. Timber is to be increased in the yards to the greatest necessary extent, and "the whole establishments are to be in such a state as to be ready for any emergency." The excess in works and improvements, over last year, amounts to £33,000, which is required to put the dock yards in an efficient state. A large store house for machinery is to be erected at Woolwich, which is to cost £20,000. A building is also to be constructed for the manufacture of fuel, as recommended by Mr. Banks, who proposes to make it from coal dust and coal tar, which will keep steamers one third longer at sea, and be a saving of 40 per cent. This fuel is one half more efficient than Newcastle coal, and one fifth more than Newport coal. £5,000 is wanting for making cement at Sheerness, and £4,000 to keep the harbor clear at Chatham. At Pembroke, two new slips for building vessels of the first class are to be made. £5,000 are to be applied to steampackets on the Liverpool station, and £5,700 to the Aberdeen packets. The Halifax line will take £75,000 for nine months. In the naval and marine pensions there is a decrease of

£34,712. On the whole the amount required for the service of this year is £5,659,051, including 9,000 Royal Marines.

Sir George Clerk admitted that the sum required was enormous, but felt compelled to vote for it. He complained bitterly against the system of sending vessels to sea without a proper complement of men, and declared that ministers had not a single ship of war, at the present moment, at their disposal. Lord Ingestrie followed in a similar strain, and observed that "one of the most lamentable features in the present state of affairs, as regarded the Navy, was the abandonment of this country for America by all the best sailors. Capt. Marryat stated that fully one half of every American ship were picked English seamen, and his (Lord I's) own observation confirmed the statement." Sir Thomas Cochrane, the Tory member for Ipswich, said that the government could not throw out of its consideration "such countries as Russia and the United States. Let them remember the delicate relations with the United States. Had not the American President stated to Congress that he had entreated the State of Maine to use moderation, but if any acts of aggression were committed they must, at all hazards, go to their assistance? And he asked for a vote of money on that ground. The House knew very well that the insolence of democracies rose in proportion to their knowledge of the weakness of their antagonists; and if they were called on to relinquish one inch of territory which they had claimed, nothing but a complete consciousness that we could in a few weeks send against them some thousands of men, and carry war into the heart of their country, would prevent from maintaining their claim by force of arms. If they saw we were as powerless as we really were, and that it would take months before we could send out any efficient force, they would not hesitate to insult that weakness and enforce their unjust demands. If we were called upon to send out a force upon any emergency, and that force were wanted in May, they were not in a state to send a force to America this year." This part of Sir Thomas's speech, conceived in a bad spirit, and uttered in a tone of bitter malignancy, was treated by the Ministry with, and I think very properly, silent contempt. Lord Palmerston was very triumphant in repelling every accusation brought against him, and when Sir Robert Peel replied to him he left himself so completely open, that his lordship rejoined in regular smashing style, and maintained that "never was this country so truly efficient and powerful, should a war arise to-morrow, as at the moment when he had the honor to address the House." The grant was ultimately agreed to, Mr. Hume having in vain attempted to get up a successful opposition. Last night the House of Commons went into a committee of supply on the same subject, and Sir T. Cochrane wished to know what ships were building, and also the state of their progress, but the Secretary to the Admiralty declined to furnish the required information publicly, though he intimated his readiness to explain any thing to the honorable baronet, if he would call at the Admiralty. This answer has induced many to believe that ministers are increasing the Navy to a greater extent than they wish to be known, or that such secrecy is only a cloak for their feebleness. Many members complained with much truth against the system of manning the Navy, and sending ships to sea without their full complement of men, and declared that should a sudden war arise, either with France or the United States, the British Navy would then be severely punished for the reckless indifference of the government. All the debates or discussions, however, that have taken place touching the Navy, exhibit the jealous regard entertained for this right arm of British power, and the rigid determination of men of all parties to have it in a condition to enable England, if such a necessity should ever arise, to compete with the whole world.

J. W. Q.

WASHINGTON CITY,

THURSDAY, APRIL 16, 1840.

A naval court martial will assemble at the navy yard in Philadelphia, on the fourth Monday in May, (being the 25th day of the month,) for the trial of Commodore JESSE D. ELLIOTT.

The court will be composed of

Commodore JACOB JONES, President.

Commodore LEWIS WARRINGTON,

Commodore WILLIAM M. CRANE,

Commodore JOHN DOWNES,

Commodore JAMES RENSHAW,

Captain CHARLES W. MORGAN,

Captain DAVID CONNER,

Captain JOHN D. SLOAT,

Captain GEORGE W. STORER,

Members.

JOHN M. READ, Esq., of Philadelphia, Judge Advocate.

Correspondence of the Army and Navy Chronicle.

FORT LEAVENWORTH, March 26, 1840.

Captain BOONE, of our regiment, left here yesterday in command of two companies for the Neishnabottonie river, in the State of Missouri, to expel some Otoe Indians, who, having recently crossed the Missouri, have committed several overt acts of hostility within the State: as in going to dwellings, demanding provisions and whiskey, killing stock and cattle, and in one instance waylaying, stripping and threatening to kill a white man, who, most probably, saved his life only by his promising to give them some whiskey if they would spare it. The young men of this tribe have been entirely beyond the control of their chiefs since the murder of Iotan, in April, 1837; their success in that instance so inflamed their arrogance, that all the efforts of their chiefs since to keep them within due bounds have been unavailing. An expedition to the village of the Otoes, last September, very fully proved, both the desire of the chiefs to preserve quiet, and their incapacity to control the younger portion of their braves. Though that march was attended with the success contemplated, the resident whites about Bellevue having been since unmolested, yet we cannot but conclude from the disposition now manifested, that the spirit of hostility towards the whites is still strongly nourished, although the scene of its operation is changed.

We have to-day received intelligence that the Iowas, to the number of two hundred warriors, are in the vicinity of the Neishnabottonie, painted, armed and levying contributions on the whites, under threats of death. Our informant further states, that it is presumed these two bands of Otoes and Iowas are only awaiting the arrival of the Sacs to commence direct hostilities.

We feel very sensibly at this crisis the want of troops; weakened as our garrison is by the detachment of three companies last December to Fort Gibson, (where the event will show that their services were not at all necessary,) we are now unable to act with that efficiency desirable; and for this reason, admonition with savages has no weight; unless accom-

panied by the strong and visible argument of superior force, their fears and not their reason is to be appealed to. Demagogues may, for political purposes, decry a standing army, but an unprejudiced glance will suffice to show incontrovertibly, that so long as we have numerous hordes of disaffected savages strung along the entire western frontier, from Texas to British America, so long must we maintain a sufficient force to hold them in check; the fact is, that citizens of the interior, whose safety is secured by the frontier inhabitants, reflect but little and care even less about a danger which affects them only remotely; hence the apathy in some instances, and the opposition in others, to the employment of such a military establishment as the exigencies of our Indian relations absolutely require. Should we not soon receive an accession of strength, I know not but that we may expect an out-break during the summer, which, though it might soon be suppressed, would be more readily prevented by proper precautionary measures.

PENSACOLA, April 1, 1840.

The U. S. frigate Macedonian, sloops Levant and Ontario, arrived yesterday and anchored off the Navy Yard—last from Havana. The Macedonian has been absent from Pensacola nearly four months on an active cruise to windward; touched at Cuba, Barbadoes, Martinique, St. Thomas, Porto Rico, St. Domingo, and Cuba again. All the officers and crew healthy.

The Warren is cruising off Key West, and is expected in Pensacola by the 16th of this month. The Erie sails on a cruise in a few days.

[Here follows a list of officers, similar to one published in the Chronicle a few weeks since.]

The Macedonian will undergo some slight repairs, and then proceed with the Levant and Warren down the Gulf of Mexico. While on the last cruise, a fine opportunity presented itself to try the sailing of the Macedonian and Levant; the latter proved much the best ship, with but little to boast of. The frigate requires more ballast and trimming by the head; but for a new ship she is indeed a beast—one of the most uncertain and slowest crafts in stays or any evolution I ever witnessed.

All the West India squadron, save the Levant, are dull, and unfit vessels for naval purposes. They can neither overtake an equal or inferior, or run from a superior force. The Ontario should be sold out of service, and the Warren turned into a steamboat. It is singular that the Government will rebuild these dull miserable ships, and at an expense that would build new ones. Our small navy should not have a ship in it that was not of a superior structure.

The English frigate Winchester outsailed the Levant and Macedonian, off Barbadoes, with infinite ease. The W. was built in 1814, and is a fine ship.

U. S. SHIP LEVANT,

Pensacola Bay, April 2, 1840.

We arrived here from Havana on the 30th ultimo, in company with the Macedonian and Ontario. The Warren sailed with us from Havana, but parted com-

pany off Cape Antonio, to take a short cruise between Havana, Matanzas, and Key West. The Erie has been here some weeks awaiting the arrival of the remainder of the squadron; she has been overhauled, is now ready for sea, and will sail soon on a cruise. The Ontario, it is thought, will return to be paid off in about six weeks, as the greater part of the crew's times will then be out. On board the frigate there is one of the *Vandalia's* crew under sentence of death; the sentence to be put in execution on the 10th of this month. His offence was striking and otherwise illustrating the officer of the *Vandalia's* launch, when watering ship at the Bayou in Pensacola, in August last. This case affords a striking comment on the "non-flogging system" of Commander Levy. The man, Fleming Livingston, I understand, is an old offender, having been sentenced twice before by court martials in a milder manner.

On board the Erie they have a man in confinement for deliberately murdering another of the ship's company, when on shore at Sacrificios, Vera Cruz. I do not know whether he will be tried by court martial, or delivered over to the civil authorities, which I am told have been requested to demand him. This, I believe, is all the news of the squadron. Several new officers have lately joined, and a shifting of ships is the consequence.

Lieut. J. C. CARTER, of the frigate, has obtained leave of absence to return home. Capt. KENNON is about to relinquish the command of the frigate in consequence of ill health.

List of officers of the Levant.

JOSEPH SMOOT, Esq., *Commander*; Sidney Smith Lee, Lawrence Pennington, John C. Sharpe, Samuel Phillips Lee, *Lieutenants*; Latham B. Avery, *Acting Master*; Benjamin F. Hart, *Purser*; Wm. Fairlie Patton, *Surgeon*; John J. Abernethy, *Assistant Surgeon*; Stephen Decatur, (doing Lieutenant's duty) *Passed Midshipman*; Geo. Henry Preble, John Cumming Howell, Edward Tattnall Nichols, Foxhall A. Parker, Charles M. Morris, James Halstead Moore, Lyman Richard Law, Charles Bertody, *Midshipmen*; Thomas Hodgkinson Stoneall, *Commander's Clerk*; Joshua Bryant, *Boatswain*; George Parker, *Sailmaker*; Samuel Stanly, *Gunner*; F. M. Cecil, *Carpenter*.

We had a very pleasant cruise to windward with the frigate, visiting Havana; Bridgetown, Barbadoes; St. Pierre, Martinique; St. Thomas; St. Johns, Porto Rico; Cape Haytien, or Francois, St. Domingo; and thence returned to Havana; from Havana here.

The Levant is much the fastest sailer on this station, frequently during our passage here from Havana beating the frigate and Ontario under her three top-sails—the frigate carrying top-gallant sails and courses—the Ontario, royals, courses, and all the starboard steering sails.

Gen. EUSTIS, Capt. J. H. Prentiss, A. A. G., and Capt. C. O. Collins, A. Q. M., arrived in Boston, on Wednesday, 8th inst., on their way to Houlton.

We have had on file for several weeks the Report of the Secretary of War on the Reorganization of the Militia; but other matters of more immediate interest have excluded it. We shall find room for it at an early day.

The correspondence which we this day publish, between Admiral BAUDIN and Commodore SHUBRICK, will command the attentive perusal of every navy officer. Nothing could more forcibly illustrate the necessity for higher grades in our navy.

ITEMS.

CHARLES T. HILLYER, Esq., of Granby, has been appointed by the Governor of Connecticut, Adjutant General of that State, in the place of SAMUEL L. PITKIN, Esq., resigned on account of ill health.

Capt. F. SEARLE, Assistant Quartermaster U. S. A., who was severely wounded by the Indians in Florida, some months ago, has sufficiently recovered to proceed to Philadelphia, whither he has gone for the benefit of the eminent medical advice to be had in that city.

The Legislature of Massachusetts have appropriated \$5,000, for the purchase of life-boats, to be stationed at the most exposed parts of the sea-coast within that commonwealth.

A severe gust of wind passed over this city, last Sunday afternoon, causing damage to the buildings at the U. S. arsenal on Greenleaf's Point to the estimated amount of \$15,000.

Miss CLINCH, daughter of Gen. D. L. CLINCH, has presented a standard to the Clinch Riflemen, of Augusta, Geo.

ARRIVALS AT WASHINGTON.

April 6—Lieut. E. D. Keyes, A. D. C., Mrs. Brereton's
13—Lieut. A. W. Reynolds, 1st infy., Fuller's
Asst. Sur. S. R. Arnold, army, do.
Capt. W. H. Swift, Top. Engrs., Gadsby's
Asst. Sur. J. B. Wells, army, Fuller's
14—Lieut. F. Robinson, 1st Dragoons, do.
Lt. Col. J. S. McIntosh, 5th infy., Miss Polk's
Lt. Col. J. H. Vose, 3d infy., Fuller's.

LETTERS ADVERTISED.

ST. AUGUSTINE, April 1, 1840.

ARMY.—Dr. S. R. Arnold, Lieut. C. S. Lovell, Maj. W. L. McClintock 2, Capt. Martin Scott, Lieut. C. E. Woodruff.

TALLAHASSEE, April 1.

ARMY.—Lieut. A. P. Allen, Adjutant 1st Infantry, Ass't Adjutant Gen., Capt. T. L. Alexander, [Dr.] S. R. Arnold 3, Lieut. Garrett Barry, Col. W. Davenport, Capt. W. Day, Lieut. J. R. Emory 2, [Lieut.] E. H. Fitzgerald, Capt. J. R. B. Gardenier, Lt. W. G. Grandin, Dr. W. W. Hoxton, Lieut. C. A. May, [Lieut.] A. W. Reynolds, Dr. J. W. Russell, Lieut. D. Ruggles, [Lieut.] Seth B. Thornton, [Lieut.] G. W. F. Wood, Lieut. Alex. Waugh 3.

PASSENGERS.

SAVANNAH, April 7, per steam packet Southerner, from Charleston, Col. B. Riley, U. S. A., lady and family; Paymasters B. Walker and J. Brown, U. S. A.

CHARLESTON, April 6, per steamer Gen. Clinch, from Garey's Ferry, via Savannah, Capt. F. Searle A. Q. M., and Drs. J. B. Wells and S. R. Arnold, of the army. Per steam packet Gov. Dudley, from Wilmington, Lt. D. N. Ingraham, of the navy.

Communications.

AN APPEAL FOR THE INDIAN.

Several hundred years ago, a branch of the great Winnebago tribe of Indians commenced their wanderings from the great lakes westward. I am ignorant whether the traditions (still preserved) of this division and migration assign the causes or motives; faction, the exigencies of war, or death may have given the impulse. It would be interesting, if it be possible, to trace their progress; to inquire whether their advance was peaceable; if the regions, now first explored by them, were in the possession of other tribes; or, if this may be inferred, if they were sufficiently numerous or warlike to offer resistance. It might prove a partial solution of the great problem of the origin and history of the savage tribes, found by our ancestors in the occupancy of this vast country. We daily discover the monuments of a more civilized, but perhaps soft and effeminate race, who were supplanted by these savage warriors—the hardy children of the north—as was southern Europe, by innumerable hordes of barbarians; so overwhelming in their course, as to leave but a germ of southern civilization, which in nine centuries after, had scarce attained its ancient growth. Of these *first* aborigines, escaping slaughter, or driven south, the descendants (or the descendants of their contemporaries,) Cortez found, constituting in Mexico a great monarchy; which, of itself, indicates much progress in civilization.

After the arrival of the Winnebagoes on the bank of the Mississippi, tradition assigns the cause of another division. The son of a powerful chief had seduced the daughter of another, and refused when called upon to take her as a wife: this outrage led to great excitement and commotion, in which the great body of the tribe gradually took sides; when, probably to avert a battle, the followers of the young man's father separating from the rest, crossed the Mississippi, and were thereafter known by a name, characteristic of the son's conduct, still retained by the tribe which we call Ottos. The division under the injured chief remained in the vicinity of the great river; their descendants are the I-o-ways; the other continued their migration; and, in the course of time, other causes of division occurred, and their descendants are known to compose the following tribes, viz. O-mā-hās, Ottos (and Missouris,) Kansas, and Osages. The three first now live in villages near the Missouri and Big Platte rivers. The Osages, formerly extending far south, even beyond the Arkansas, are now reduced to a small district skirting the west bank of the Neosho, or Grand river. They all speak languages, or dialects, (of the Winnebagoes,) sufficiently resembling to be intelligible to each; they were found in possession of a vast district, at least 800 miles from north to south: perhaps nine-tenths of it has been wrested from them. The Osages ceded near 2,000,000 of acres of rich lands to cancel some claims against them which were not to exceed \$4,000. Their numbers have been much reduced, principally by small-pox. They are still untamed hunters; excel in stealing horses from their enemies; and, though fond of war, have seldom shed the blood of the whites: though independent and proud, they are intelligent and lively. Of extraordinary size, greater than the Americans, their symmetry of person, activity, and powers of endurance are equally remarkable. Their location has been sufficiently remote to have allowed them hitherto in a great measure to escape the degradation of the vices of civilization (which the avarice and depravity of whites always introduce among neighboring Indians.) They have been accustomed to move, after planting corn, by whole tribes to the great plains frequented by the buffalo; after feasting and indulging in the chase for months, and laying in a stock of dried meat, they return with their horses loaded to their

villages, where they pass the winter in spacious and comfortable cone-shaped dirt houses ("lodges.")

But the buffalo must in time fail them; the restless and engrossing whites have wandered beyond, and cause the wasteful destruction of multitudes of these animals, essential to the existence of many tribes. Every year thousands are slain for their hides, and tongues; the American Fur Company take the lead in this nefarious destruction.

The condition then of these tribes is that of savage hunters, driven from the lands of their fathers, and their own, and confined to districts, where the game is nearly exhausted; their prospect is great sufferings, and a starved and lingering decay, and their best alternative to follow the buffalo, by a gradual desertion to the wandering robber tribes of the great prairies; thus, if left to their fate, after causing great disorders on the frontier, (already some have been prompted by necessity and despair,) they will gradually disappear from the face of the earth; or, losing character, language, and name, sinking the last gradation to utter barbarism, become the outcast nomads of the Great American Desert.

To endeavor to avert this fate must be an object with every philanthropist. Any *American*, of but common humanity, must feel interested in such a good work; we have been the source of their injuries and evils, past and present. But it is evident the Government only can give an effectual impulse to the most beneficent plans of amelioration; and it could be easily shown that, leaving out of consideration the humane policy which it professes, these tribes have matter of fact claims upon our justice so great, that a mere pittance in comparison, if expended in an enlightened and judicious manner, would perhaps accomplish all that can be done to save them; and at the least, to alleviate their sufferings and soften the hardness of their sinking fortunes.

In this cause of justice and humanity I propose to consider what may be done to reclaim them from barbarism; as the only possible way of preventing their total extinction.

All the efforts of Government and of charitable and well-meaning individuals, or societies, have hitherto failed. The Government, in bargains little better than robbery, has with a close and sparing hand sold them benefits; has paid them in promises of assistance in improvement; has told them that the introduction of cattle, mills, ploughs, &c. would be greatly to their advantage; caused them to assent; and engaged itself to furnish them. But these engagements, really advantageous if fulfilled in a faithful manner, have been sometimes neglected, and always, if performed to the bare letter, been paid in the same spirit of the bargain; without any further effort for their advantage: without care that they should be taught to reap any real and lasting benefit; in a word, the United States has studied its own interests, and not that of the Indian. Its "agents" have often been selected with any other motives than a careful regard to peculiar fitness: an intelligent and paternal interest in their welfare, a devotion to duty. Unprincipled traders have been ever allowed to reside with the tribes, and gain an unsalutary influence, ever exerted for intensely selfish ends; they have been allowed to persuade the tribes to demand their annuities in specie, in preference to such goods and necessities at cost and transportation prices, as they sell them at an enormous profit. On the other hand, all private efforts to reclaim and teach the savages have been unwisely directed, and often, I grieve to say, faithlessly applied. Missionaries have been incompetent and selfish depositaries of sacred trusts; in their establishments the leading principle seems to have been their own substantial and permanent comfort; or their measures, founded on mistaken views, have been executed in an unwise and unconciliating spirit. Their efforts have perhaps been worse than vain; lasting prejudices have been created; and in their most successful efforts, the cases,

of individual scholars, the effects of an unnatural advance in science—unaccompanied by the moral restraints of our religion, which their natures are incapable of receiving,—have but resulted in the exhibition of an increased capacity for systematic vice. All such efforts have been radically wrong. All history proves that simple *Theism*—the conception of the idea of a superintending mind, capable of directing all the operations of nature,—has been an attainment beyond the powers of man in the early stages of his progress. Then he imagines a distinct controlling spirit, or deity, in every natural object of terror; or of peculiar beneficence in every effect of which the cause is concealed from his untutored faculties. Thus even the civilized and philosophic Greek worshipped a multitude of gods; and, to aid his conceptions, clothed them with human passions and attributes; and, like the Romans, rejected for ages our holy religion revealed to the Jews; but only after that nation, under the protection and guidance of the Almighty, to prepare them for its reception, had ages before been taught by Him a religion of symbols, forms, and magnificent ceremonies, which, appealing to the senses of an untutored race, could engage their imagination, sway their passions, fix their attention, and even renew their recollections of past signal and miraculous favors.

To attempt to teach savages letters and the mysteries of the Christian religion, (not wholly intelligible to the most cultivated intellect,) is evidently to condemn the experience of all nations. But taking for our guidance the gradual advances of Europeans, whose histories we possess, let them first be taught step by step the lessons of civilization; let us endeavor first to make them herdsmen, which alone will be found a difficult and most important advance; afterward direct their attention to agriculture, and long after that to the mechanic arts. *The mental endowments of civilized man are inherited like physical distinctions, are possessed at our birth.* Let us not then shock the natures of savages, by attempting to force upon them at once the manners and customs, the acquirements and the creed, which the gradual progress, the recorded lessons of eighteen centuries have perfected for us, and in our natures.

Having condemned the systems for civilizing the aborigines, hitherto attempted, in pointing out the causes of their total failure, my efforts in the same good cause would prove certainly fruitless unless a more specific practical plan be added to the general principles which have already been suggested.

I have already stated that the failure of the many treaty stipulations, made with some view to their improvement and permanent welfare, has been the result of their spiritless or faithless execution; (even the letter of the law has not always been fulfilled,) and in part to an injudicious or incomplete scheme. Mills have been built, and no millers provided; domestic animals have been furnished, but with no systematic provision for their preservation and proper uses; farmers have been appointed, but with so little attention to a good selection, and regulations for their government, that they have proved farmers for their own profit, instead of that of the Indian; but above all, the agent, on whom so much must depend, has but too often been selected without regard to peculiar fitness. If there is any office under Government in the appointment to which it is essential to be actuated by pure and disinterested motives, and which calls for a most studious and judicious selection, it is this. The "agent" must be the soul of the system I would propose; it were as impossible to anticipate by law the proceedings of a general in a campaign, as to regulate and control in advance the agent in his management of the interests of a savage tribe. It should be an office not to be sought for; but the search must be for a man possessing these three qualifications—experience, ability, and devotion to the welfare of the

Indian. He must be selected as would be the guardian of one's children.

For every village an assistant should be appointed, whose duties would be to control the preservation and management of the domestic animals furnished by Government for breeding. Honest men and good christians must fill these stations; and they should well understand in advance that they are put there for the benefit of the Indians, and that they are to earn a livelihood by devotion to their duties; and that therefore the proceeds of cultivation by Indians, the pattern farm, must go solely to the Indians, *who should never be required to labor but for themselves.*

Mills and blacksmith shops should be built, and millers and blacksmiths appointed, for their immediate benefit and a permanent example. Log houses should be built for the chiefs; sheds, enclosures, &c. be constructed for the protection of cattle, domestic fowls, &c., and farming tools furnished. But, in every thing, a view should be had to their instruction, and encouragement to learn the use of tools, and to work and provide for themselves; and with this object, pains should be taken to discover and foster the inclinations or aptness of individuals for the arts exhibited or practised for their benefit.

Too much restraint would be injudicious; but the possessors of herds might gradually be persuaded that the search for far distant buffalo were laborious or disadvantageous. The excitements of war and the chase should be substituted by all manly amusements, by all means possible. The advantages of individual appropriation, and the rights of property, should be inculcated as of the first importance.

As a substitute for their vicious traders, factors should be appointed to sell at the villages all suitable articles at cost and transportation prices. Physicians should be appointed to live with them: to be compensated in part by regulated and very moderate charges.

Individuals, thus employed with the tribes, should for their comfort, and in part compensation, be allowed farming and grazing privileges; but all of them strictly limited to the production of articles for their own use.

Treaties, or arrangements, should be made by which the distribution of present or future annuities should be uniformly made in equivalents best adapted to the plan of civilization; and, if practicable, be so varied as to offer encouragements to such courses of conduct as may be deemed conducive to this general object; and donations should be made for the purpose of rewards or prizes.

But, above all, a military force at convenient stations, should maintain, by the terror of summary punishments, a complete non-intercourse with white men.

The world has seen herdsmen, agriculturists, artisans, painters, sculptors, generals, and great monarchs, ignorant of letters; but never a literary savage, ignorant of the most simple and essential arts of civilized man.

Indian hypocrites have been heard of; but there was never a christian savage Indian. The Almighty, with wise but inscrutable purposes, has seen fit that the religion of his Son should make a gradual and slow progress through the human race: first introduced amid the only civilized nations, and who had attained every excellence in literature, its ameliorating progress seemed long of doubtful success. God hath not implanted in the savage nature a capacity of receiving the lesson of christian humility; or of conceiving of its being taught in the person of omnipotence; He hath ever worked by means; and the first lessons of Christianity are to be taught in the humanizing influences of the most simple and laborious arts.

After three centuries, the civilization of our Indians is yet a problem. The very promising success of the Cherokees has been almost solely the result of the mixture and intermarriage of whites. This has gone so far, that their language is fast being lost; and still all that can be said is that they live in huts, pos-

ness herds, and that they practise a very rude agriculture; and (with exceptions) they are not christians.

But I have confidence that the plan I have described would succeed even with the wild tribes I have mentioned, (and a few others, not more distant, and in a similar condition.)

Who will say that it is not the *duty* of the American people to do all this, and more, for these helpless remnants of races which we have slaughtered, oppressed and driven off from all the best of the land—the homes which they have loved and freely bled for? Unless *something* be done they will soon share the fate of the many free and brave tribes, whose deeds in defence of their country have been illustrated in our choicest literature, but who are gone, and have left no other memorial.

If all should *fail*, we should at least be able to contemplate their melancholy features with more equanimity, conscious of having done much to smooth their rugged decline, to alleviate the sufferings of want, and to lessen or prevent the miserable and degrading effects of the vices of our own introduction.

F. R. D.

THE NAVY.

Queries, to which answers are requested, if any one has time and inclination to undertake it.

1. Why is it, that the coast squadron (towards which Congress has appropriated so much money) has fallen through? It is natural to suppose that one of the first steps of the Department would be to carry out so important a measure—one calculated to be of so much benefit to the country and navy, giving to the officers the long desired opportunity to become intimately acquainted with our coast and harbors. Nothing contributes more to success in war than geographical knowledge.

Do the steamboats Fulton and Poinsett constitute the coast squadron? and do they fulfil the duties Congress expected from this addition to our naval force, viz: the assistance to distressed vessels on our coast, and protection to commerce?

2. Why is it, that men of character in the navy do not combine and bring to punishment those of their own rank who are breaking the regulations of the service, and introducing those calculated to break down the ancient discipline of the navy? What would the effect be on the service, if *every ship* should be governed by the *general laws* of the navy, and *not by internal regulations* substituted by captains? and what if a positive regulation was made to this effect? namely, no order shall be considered lawful unless sanctioned by the rules for the general government of the navy, which rules were sanctioned by a law of Congress; and all persons having private regulations in force, in yards or on board ships, shall send them to the Secretary of the Navy for *inspection*.

3. Why is not a naval school established on principles that will ensure (to those who are ordered to attend it,) a liberal education: one which will enable an officer to be of service hereafter to his country in the many trying situations in which he is placed during his eventful career? and why are not the inefficient school-masters, who sought the service as a sinecure, made to give way to men of tried capacity?

4. Why is it, that we have rumors of a certain court martial, and don't see it assemble? when many officers, of inferior grade, are tried, condemned, broken, and forgotten, because they could not walk a crack, or their voices sounded husky through a speaking trumpet.

5. Why is it, that the apprentice system is made so great a humbug, and why are persons of different grades anxious to father it, after it begins to work well? Was a certain appointment of sailing master made to a person who has never been to sea, for getting up the apprentice system? and would not the appointment of captain of the afterguard have been suf-

ficient recompense to this person for any services performed in this line? especially as so many passed midshipmen, advanced in years, are striving to go to sea in the capacity of masters. How happens it, that so many passed midshipmen in the navy are turning gray, and what is the average age of this class of officers? are not many of them older than most of our commanders of vessels during the last war?

6. Why is it, that vessels are returning home from foreign stations, and none ready to supply their places? and why do mis-statements appear in the New York Star, which says that "an increase of force has been made on the coast of Brazil," when it is well known, with regard to the sloop of war Decatur, that it is only replacing 88 guns with 16?

7. Why are certain ships put down in the register as "in commission," when it is positively known that they cannot veer cable on board the frigate Java for fear she should sink at her anchors? And why are some of our finest ships of the line suffered to remain so long without docking that they will be a total loss to the country?

8. Why is it the general impression that ships armed with Paixhan's guns are to possess such great advantages over those of another description? What would be the effect if no more of them should strike the object than did the English shot during some of our naval fights? What if one of our frigates encounter a steam vessel, so armed, in a fresh breeze? And why do men pay so much attention to this subject, to the exclusion of so many others equally important? What are the real advantages and disadvantages of this mode of killing people? The navy has been so much humbugged on this subject, they would like to hear the true state of the case.

9. Why are the sloops lately built called "experimental" vessels? Wherein do they differ from those heretofore built, and in what quality have they been found to excel, in which our old frigates do not? Whose fault is it that every ship we build does not sail?

10. Why are not efforts made to secure to the navy every improvement now introduced into the European navies, by sending abroad officers whose talents and tastes properly fit them for such a duty; and why are we so far behind every nation which *pretends* to support a navy?

11. Why endeavor to make the navy unpopular with seamen, by introducing among them refinements which they do not appreciate; and why endeavor to remodel the character of a sailor fifty years old, by bringing him to the level with a Frenchman, *i. e.* soup meagre and sour wine? Why not introduce the frock coats the French sailors used to wear when some one, who is high in office, returned from France with his head full of obsolete notions which the French had forgotten?

12. What is the reason that officers, who no longer anticipate commanding ships, are opposed to the Marine Corps? when it is a well established fact that no vessel is a complete man-of-war without marines, and when it has been tried with such ill success and bad effect, (for what reason not known,) ever to dispense with their services?

13. Why should the navy any longer depend upon faithless promises, and die with hope deferred? Why not, instead of calling on Hercules, put their own shoulders to the wheel, and raise themselves from the miserable condition towards which they are fast verging?

14. Who can tell the reason why, when members of Congress discuss the navy, they call it "the right arm of national defence," talk of it for hours, and show an honest zeal which warms the hearts of their listeners, vote for a State improvement they have said nothing about, and vote *against* the very subject they profess to advocate?

Whoever has time and inclination to answer these queries, let us hear from him. PAUL PRY,

LEAVES FROM MY NOTE-BOOK—No. IV.
EXCURSION TO THE PRAIRIES.

[Concluded.]

June 22—After a short breathing time, our horses being saddled, we left the banks of the Platte; crossing the level prairie bottom, without other adventure than miring a horse, we approached the Elkhorn, six miles distant. This, like the stream of the same name in Kentucky, is a beautiful one; it is about 30 feet wide, of a sandy bottom, limpid and deep waters. After taking here a cup of hot coffee, we pursued our ride, and eight miles brought us to the Passion, a small and muddy stream mouching in the Missouri; the Elkhorn empties into the Platte from the left, so here is a remarkable instance of the extraordinary rule applying to the Western waters before mentioned.

On approaching the Missouri, the country assumes appearances of more variety and interest, than the prairie distant from water courses, where there is great uniformity; here are to be seen abrupt hills, partially covered with trees, and nearer the river on either side, conical in shape, with jutting rocks. Having ridden 25 miles in an E. N. E. direction, we arrived this afternoon at Cabanne's trading house, which is a few miles below old Fort Atkinson, on "Council bluffs," and were delighted in having accomplished the last of our difficulties—which had their origin and aggravation in cold rains.

June 23—The Missouri having risen three feet last night, there is a probability of the fur company's steamboat Yellow Stone getting down from above, where, having been long detained by low water, preparations have been made for passing the year.

The Ottos had left their village ten days; they fear the small pox, which is here reported to be at Liberty, Mo. Four or five hundred of the Pawnees have died of the influenza, which has progressed through this region as an epidemic. Winter, spring, and summer, the weather is very damp and cold.

An old acquaintance and a resident of the country, arriving to-day, we rode together to view the localities and ruins of Fort Atkinson. We found but melancholy memorials of the long occupation of the post by the gallant, the "marching 6th;" soon the luxuriant blue grass, (emblem of its boys,) will alone remind the wandering traveller of the former existence of this post "renowned in stories."

After remaining in this vicinity a few days, we procured a canoe—rather out of sorts—of which the rising waters had deprived some owner above; and sending back the horses by an Indian, embarked on our return, still with Godfrey for our only assistant. The only store of meat which we took for a descending voyage of about 300 miles, was five pounds of raw salted pork.

In a few hours we passed the spot where the Great Platte impetuously discharges itself by several channels right across the current of the Missouri, thus causing a turmoil amid the waters rather dangerous to our primitive navigation. A change is here observed in the river scenery, and a great improvement; it now resembles that of the Ohio, or upper Mississippi; and it is remarkable that the bluffs rise from the river only on the right bank, for 200 miles below this point; they are here crowned with forests. Thirty-five miles lower, we passed the mouth of the Riviere de Table, running from the south; five miles lower there is a remarkable pass, where a bluff of vertical rock projects into the river, where it is not above 150 yards wide. We encamped near sunset, having run 80 miles (by French count 32 leagues) in 11½ hours, with but one paddle, and stopping to kill a deer.

The next day we passed the mouth of the Little Nemehaw, just below which is apparently a fine place for building—a bluff handsomely sloped, and sufficient timber; and it is said a vein of stone coal near by. About three miles lower is the most beau-

tiful spot I have seen on the river. Not far from here, as Godfrey relates, the Ottos last winter killed forty elk in deep snow with their tomahawks.

Finding a deer in the river, this forenoon, we gave chase; it was nearly a mile below, but the poor animal, alarmed at our rapid approach, became confused, and repeatedly changed its course; all paddling our best, we moved like an arrow, we got within twenty feet, when my rifle, for the first time, missed fire. I then tried a shot-gun with no better luck. Godfrey's rifle also missed; the deer was close to land, when at another trial Godfrey's gun went off, and deer too, but poor fellow, with a ball through his neck. The deer are driven to the bars by musquitoes by the score; we have only to give the canoe a good direction, partially conceal our bodies, and suffer it to float, to get within a few feet of them; in this manner we killed to-day a fat doe.

I observed on sand bars, that the water frequently swelled into hills rather than waves; it may be thus explained: the immense current strikes the bar abruptly, and forces forward a great body of water, where it cannot so readily escape.

The third evening we arrived safely at cantonment Leavenworth. Z.

MISCELLANY.

THE AUSTRIAN ARMY.

For military purposes, the empire may be considered as forming four principal divisions: Hungary, the Military Frontier, the Italian provinces, and the German provinces; each of which yields its contribution to the military, under different rules and circumstances.

1st. *Hungary* grants to her Sovereign a fixed force of 60,000 men, comprising about 17,000 cavalry, raised from the class of peasants; which force varies not in war or in peace. It is raised under the peculiar laws of that kingdom, and voted from diet to diet, accompanied with the supply of a specific annual sum of 5,000,000 florins, or 500,000*l.*, sterling, for, or rather towards, its equipment and maintenance. The men were formerly raised in a cruel and barbarous manner by the petty magistrates (all native Hungarians) of the towns and villages; but a more regular system of enlistment and ballot has been now adopted, and the recruits are furnished with as little pressure on the population as in any other part of the empire. Every time the diet grants a levy to complete the 64,000, it enacts the duration of service as it thinks fit. The latest vote upon the subject fixes it at ten years, but in this, as in some other respects, the Hungarian soldier has peculiar advantages. After the period of his service is over, he is not subject ever again to serve in any capacity whatever.

2d. *The Military Frontier*.—This district, with its population of more than a million of inhabitants, is a permanent source from whence an army may be raised on any emergency with little more than the word of the order. The organization there is purely military; and forms one of the most singular political phenomena in Europe. The surface of the soil is divided into seventeen districts, each of which is termed a "regiment," each governed by a "colonel," who, with his staff and subordinate officers, has, except in a few privileged towns, the entire administration, civil and military. Two regiments form a brigade; these brigades again form four great divisions, each commanded by a high general officer, whose head-quarters are at Agram, Peterwardein, Temesvar, and Hermanstadt; and who receive their orders direct from the minister and council of war at Vienna. The land is parcelled out into small military holdings, descending according to peculiar rules of inheritance. The inhabitants on each holding, who are generally but not always relatives, by blood or marriage, although often in great divergence of degree, form what

is termed a "house communion," which is subject to the rural and domestic control of one chief, who, unless in case of personal defects, is the oldest of the family. Every male is in a greater or less degree trained for military service, and is liable to be called on to serve with certain distinctions as to class, from the age of 18 to 60, within or without the kingdom; and with this distinctive difference, however, that whilst serving within the confines of their own regiment, they bear their own expenses of food and clothing; the whole of which expenses fall on the crown from the moment of their passing beyond its limits. Of these borderers, who are located along the entire line of Austrian frontier, towards the Turkish dominions of Bosnia, Servia, Wallachia, and Moldavia; the larger portion of males are only exercised in arms from time to time, and are habitually occupied in the cultivation of the soil, while a smaller portion, selected according to the numbers and ages in each house communion, are devoted to the permanent military service. These last, in time of peace, usually amount to from 50,000 to 60,000 men. With the exception of a very small portion of them stationed at the headquarters of the regiment, they remain mostly in their houses, save when taking their turns of the actual service. From them are detached the 4,000 or 5,000 men, who constantly mount guard day and night, along the extreme frontier, and who are relieved generally once a fortnight; and so perfect is the system, that when any alarm is given, either by the firing of signal guns, or the burning of beacons, the whole body of 50,000 to 60,000 men are assembled in a very few hours. Such is the ordinary detail of service in time of peace, but on any emergency a force of probably 200,000 men could in a short time be brought together, armed and equipped; whereof the greater portion would be immediately disposable for any service.* By the progress of education, and an excellent, though very severe administration, the government seeks to improve the character of these borderers; but, taken generally, they are a rude and ferocious class of men, bad cultivators of the soil, and given to idleness and intemperance; they are not, however, ill-suited to the wild service of the frontier, and, as I before mentioned, they form hardy and useful soldiers when removed from their homes.

3d. *The Italian Provinces.*—In these, all males, whether noble or not noble, are registered for military service at the age of 18, unless exempted by constitutional debility, ecclesiastical destination, or a very few other specified causes. From those thus enregistered the number required are taken by ballot; but are allowed to serve by approved substitutes, for whom, however, it is often requisite to pay very considerable sums. The period of service is only eight years, after which the soldier is entirely free, there being neither in the Italian provinces, nor in Hungary, any Landwehr, or army of reserve. The Tyrol is on the military system of the Italian provinces.

4th. *German Provinces.*—Here the principle is adopted that all males, not noble nor clerical, and not exempt from other causes, are liable to military services when called on, from the age of eighteen to forty-five, either in the line or in the supplemental or reserve force, termed the Landwehr; with this modification, that those who have served fourteen years in the line, are not retained in the Landwehr beyond the age of forty; in carrying out this principle, the persons of the requisite ages are enregistered in two classes; the first class comprising those from eighteen to twenty-eight; the second from twenty-eight to thirty-eight. The usual mode of increasing or diminishing the force is not by altering the number of the regiments (although this also has been done in regard to two or three since the peace of 1814,) but by augmenting and reducing the number of men in each, and placing

* This is of course supposing an abstraction from agriculture, of all males fitted for military service.

the corresponding number of officers on the list of full pay or of retreat. The whole country being parcelled out into districts, one or more thereof is allotted to each regiment, which may be termed its recruiting ground, and whence its supplies of men are drawn; and besides the force in active service, each regiment has on paper its battalion or battalions of Landwehr, who are liable to be called out when public exigency so requires. The ordinary mode of completing the line is (save as to those recruits obtained by voluntary enlistment) by taking men of the first class, those from eighteen to twenty-eight years of age, sometimes by ballot, more frequently by selection of the local authorities, or feudal lords, care being taken to select, as far as possible, single men, and younger sons, and never to send to the army those who hold in peasant tenure a certain small portion of land. The duration of the actual service is fourteen years, after the expiration of which time the soldier is inscribed in the battalion of Landwehr or army of reserve, which is never called forth except on urgent occasions, and on the rolls of which he remains until he reaches his fortieth year. It may thus occur that a soldier of the first class sent to the army at the age of twenty, will serve till he is thirty-four in the line, and six years afterwards in the Landwehr, while one who is conscribed at the age of twenty-eight, may serve in the line till he is forty-two, and the remaining three years are wholly remitted; no man who has completed his fourteen years, being forced to serve in the Landwehr, beyond his fortieth year of age; those who have not been called out to serve in the line, pass at the age of twenty-eight into the second class, who are only liable to be called out in the Landwehr, but are bound to serve therein until the full age of forty-five. The Landwehr, unless embodied, which it never is in ordinary times of peace, receives no pay, and exists only on paper, but this paper existence is, with very little trouble or delay, convertible at any time into corporeal reality; as the registers are excellently kept, and each battalion has its full establishment of officers marked out, who from the retired or supernumerary list, are held ready to join at a day's notice. The numerical force of the army necessarily varies with the exigencies of the state. No accurate account of it is rendered to the public; but it was estimated that in the year 1835, the number actually on foot was about 380,000, of which the composition may be taken in round numbers as follows:

Infantry.—Sixty-three regiments of the line, twenty grenadier battalions, the corps of Jagers, and the flotilla battalion on the Danube - - -	290,000
Cavalry.—Eight regiments of cuirassiers, six dragoons, seven light cavalry, twelve hussars, and four uhlans - - -	38,000
Artillery.—Five regiments of field artillery, one corps of bombardiers and garrison artillery - - - - -	20,000
Corps of engineers, sappers, miners, and pioneers - - - - -	2,500
Wagon train, pontooners, artificers, &c. - - -	30,000
	380,500

In addition to the above, it was computed that the Landwehr, the Hungarian "Insurrection of Nobles," and other available forces, might amount to 360,000 men, thus forming a grand total, *on paper*, of 740,000 men, but whereof 380,500 only were embodied and received pay.

[Concluded in next number.]

NAVAL DEFENCES.—The question as to the probability of our having a proper defence for the seaboard is going the rounds—and, we think, a more appropriate one could not, under existing circumstances, be agitated. The New York Signal, of Friday, contains the following remarks:—*Baltimore Trans'pt.*

"Are we to have no appropriations? No defences along our seaboard? Are we to rely altogether upon

the past; upon the disastrous attacks of the British upon Fort Moultrie, Savannah, New Orleans, Baltimore—forgetting Malta, Copenhagen, the captain of Spanish galleons in a time of peace?

"We have been caught napping in two wars. Must we venture a third, *without preparation*? Look at our condition; at that of Boston or of Portland! As for Portland—within thirty-six hours sail of Halifax, the great naval station of our magnanimous friends, the British, and liable to be carried at any time by two or three sloops of war, to be taken possession of by a thousand men, and to be kept possession of in spite of the whole strength of the country, if once fortified (as it might be with very little expense,) what is to be done for this important town? Are the enemy to have it for a naval station? It would be one of the best on the whole North American seaboard. What would become of the New England coasting trade in such a case? In a word, are we to be ready for war, or are we not?"

The schooner Campbell, formerly a U. S. revenue cutter, sold at Baltimore last year, and bought for Petro Blanco for a slaver, was taken on the coast of Africa 1st December last, by a British brig of war. The Campbell, having been captured under American colors, was ordered to Governor Buchanan that she might be sent to the United States for condemnation. The vessel, requiring repairs, was permitted to enter the Mesurado, and, very shortly after, one of the officers and some of the crew (Americans) disclosed the fact, and abundant testimony, that the schooner was a slaver, and belonged still to the said Blanco, a noted Spanish slave-dealer. On this disclosure, the Captain, Jacob Galt, said to be a native of Alexandria, D. C., fled from the vessel, which, with her cargo, will be a prize to the colonial authorities. The schooner is 63 tons, and was to have taken 250 slaves from Gallenas to Havana.

U. S. SHIP INDEPENDENCE.—The Rio Janeiro correspondent of the New York Commercial pays a glowing compliment to the officers of the Independence in the annexed extract: "The Independence is about leaving us, which makes us all quite sad. She takes with her the fairest set of officers, perhaps, you ever saw. During their residence on this station, by their consistent and truly dignified deportment, they have secured to themselves what Solomon says is better than precious ointment. They have finished the term of three years from home and friends—they have done their duty—they have honored our nation—and now they return, enjoying the high esteem of their countrymen, and of strangers resident in this part of the world."

TALLAHASSEE, March 28.—We learn that on the 19th instant a party of Indians attacked a train of six wagons, near Cook's hammock, near Fort Andrews, and captured the wagons, wounding severely two or three of the escort in the attack. Two days previously, near Newnansville, the Rev. Mr. McKAY, of the Methodist persuasion, was shot, while on his way to preaching, by the Indians, and scalped. Mr. McNEIL and Mr. DANIELS were in company with him, but escaped, the latter badly wounded, several rifle balls perforating the clothes of the other, and his horse severely wounded. A party was ordered by Major GARRISON, of the Florida militia, immediately in pursuit. On the 21st, at the Econfeene, a man, driving cattle, was fired upon and hit in the hip by the Indians, but escaped, the savages stealing the cattle. A rumor has reached this place that the Indians had surprised one of the camps of the regulars, east of the Suwannee, while the officers and most of the men were on a scout, and had killed one of the guard left, and driven off the others.—*Floridian*.

From the National Intelligencer.

THE LATE CAPT. JOHN W. McCRABB.

The remains of Captain JOHN W. McCRABB, late of the United States Army, who died in Florida on the 6th of November, 1839, were this day consigned to their last resting place near the Eastern branch of the Potomac. The writer of this tribute of respect to the memory of the deceased had not an acquaintance of many years' standing with him; but it was long enough to know his ample merits. In the relations of life, as a friend, and the more interesting ones of husband and father, he was not excelled, and his acknowledged devotion to his profession, and the zeal and energy with which he pursued it, have made his death a public loss. Cut off in early life, he leaves a widow and child to whom this bereavement is a severe affliction, but there is reserved for her the consolation arising from his fair fame, and for the infant son the valuable inheritance of a bright example.

Capt. J. W. McCRABB was the only child of Captain McCRABB, of the army, who died of yellow fever at Baton Rouge, in the 29th year of his age, leaving an infant son, the subject of this memoir. It is a remarkable concurrence of events, that both father and son did at the same age, held the same rank in the army, were cut off by the same disease in a southern climate, each leaving an infant son.

Capt. J. W. McCRABB graduated at West Point, in 1833, and, during the brief term of his subsequent career, was actively engaged in the line of the army on topographical duty, and in the general staff as assistant quartermaster. The zeal and intelligence with which he performed these services marked him for one to whom great trusts could be confided, and, from the commencement of hostilities in the south to the time of his decease, he was entrusted with important duties in Alabama and Florida, and gained a high reputation in the army by the manner in which he acquitted himself. With all the qualities for distinction in war, when the just hopes of friendship were beginning to be realized, he fell by a pestilential fever, and added another name to the list of gallant spirits whose loss the army has been called on to deplore.

April 6, 1840.

From the New York American.

EXPERIMENTS ON LONGITUDE.

An experiment to determine the longitude of New York from Greenwich, by means of Chronometers, has been tried since July 1839, and the results have been so accurate, that it is deemed proper to communicate them in this way to a community like this, which is so much interested in the safety and rapidity of Navigation.

The British Government has been engaged for a number of years in carrying on a chain of meridian distances by means of Chronometers: first, we believe, suggested by Dr. Tiarks in 1821. The general route has been from Plymouth to Madeira, thence to South America, and so on from point to point, by the shortest runs, until they have circumnavigated the globe, or surrounded it with a chain of meridian distances, as has been done by Capt. Fitzroy, in H. B. M. ship the Beagle. It may be remarked in passing, that the error of Capt. F's chronometers, at the end of five years amounted only to 33 seconds, or 8½ miles in longitude.

Nothing, however, has been done to determine the differences between the North Atlantic ports in this way, owing to the ordinary length of the western passages, for it ought to be known that the value of chronometer time diminishes according to the length of it; but it was considered a good opportunity to take advantage of the certainty and shortness of the passages of the steam ships.

Capt. Roberts, of the British Queen, having kindly consented to take charge of them, four chronometers, by Arnold and Dent, were put on board of her in July

1839, and they have performed three voyages in her, and are now on the fourth.

Through the prompt facilities afforded by the Collector of this port (J. Hoyt Esq.,) no delays were made in landing them; they were taken at once to the Observatory at Brooklyn, and compared; I now give the results.

	h. m. s.		h. m. s.
1st voyage	4. 56. 2,99	} mean	4. 55. 57,72
2d do	4. 55. 56,97		
3d do	4. 55. 53,20		
By Mr. S. C. Walker's reduction of the Eclipse, of 1836, as observed by E. Blunt, "Am. Philos. Trans. Feb. 1840."		} mean	4. 55. 57,51
Mr. E. O. Kendall's reduction of the Eclipse of 1838, observed by E. Blunt, "Am. Philos. Trans. Feb. 1840."			
Mean of the three,			
City Hall, west of Brooklyn Observatory,			4. 55. 58,79 4,34

Longitude of City Hall, 4. 56. 03,13
On some future occasion, I will give you the result of this voyage, and at the same time make a short comparison of differences of longitudes, made at fixed observatories, to show the accuracy of the above observations. G. W. B.

BRITISH FORCE IN THE CANADAS.—The United Service Journal of this month, published in London, enumerates the British troops stationed in the Canadas, on the 1st March, 1840, as follows:

1st Regiment Dragoon Guards.	
7th " Hussars.	
2d Battalion Grenadier Guards.	
2d " Coldstream "	
2d " 1st Foot	[ordered to America.]
8th Regiment Foot,	56th Reg't. Foot, at Jamaica,
11th " "	65th " "
23d " "	66th " "
15th " "	67th " "
24th " "	69th " "
32d " "	71st " "
34th " "	73d " "
36th " "	83d " "
37th " "	85th " "
43d " "	93d " "

The strength of the regiments of the Guards may be estimated at 1,000 each. The regiments of foot, of which there are twenty, are each 800 strong. This would constitute a force of about 20,000 men.—*New York American.*

The New York Signal states the British and American military forces on and near the disputed boundary, as follows:—

American.		British.	
Regulars,	150	Regulars,	1200
Militia,	90	Militia,	2300
	240		3500

It is stated that orders have been sent to Houlton to prepare accommodations for one regiment of U. S. troops, and that similar orders have been received at Woodstock, for one regiment of English troops.

BRITISH FORCE IN THE CANADAS.—A paragraph is going the rounds in the most of our city papers, in which it is stated that the military force in the Canadas consists of twenty thousand men. It is not so; the calculation is based on the number of regiments stationed in provinces, as it is found in a late number of the United Service Journal. To make up the twenty thousand, it is estimated that the three regiments of Guards, "are one thousand strong," and the

foot eight hundred. Now such is not the fact. Not one of the regiments is full, and the entire force in the Canadas, we believe, is not more than thirteen thousand.—*New York Commercial Advertiser.*

In this opinion of the New York Commercial Advertiser we fully coincide. Yesterday we published Gen. Scott's report that there are 20,000 regular troops in the British provinces, doubting its correctness at the time, but unwilling to raise a question on his positive assertion. We have reasons for knowing that in the latter part of the year 1838, not more than 6,000 troops were in the Canadas, and there is little reason to believe that 14,000 more have been brought over during the past year. The cause of the error, if such, is explained in the paragraph quoted above.—*National Gazette.*

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON.—Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, ship Levant, Comm'r. J. Smoot, and ship Ontario, Com. J. D. Williamson, arrived at Pensacola, March 31—last from Havana. Officers and crews all well.

Ship Erie, Comm'r. W. V. Taylor, at Pensacola, April 2, ready to sail.

Ship Warren, Lt. Com'g S. B. Wilson, parted from the squadron at Havana, for a short cruise off Matanzas and Key West; expected at Pensacola, about the middle of April.

EAST INDIA SQUADRON.—Frigate Columbia, Commo. Read, and ship John Adams, Comm'r. Wyman, at Oahu, Oct. 20. The Columbia had lost 66 men since leaving the U. S., principally of dysentery and scurvy, and had 100 on the sick list; was to sail in a few days for Otaheite and Valparaiso.

NAVY.

ORDERS.

April 8—Surgeon D. Egbert, detached from W. I. squadron, and leave to return home.

Surgeon S. W. Ruff, ship Levant, West Indies.

Surgeon W. A. W. Spottswood, ship Warren, W. I.

10—Sur. W. F. Patton, detached from ship Levant, and leave to return home.

Boatswain Edward Cevendy and Sailmaker John Peed, receiving ship, Norfolk.

Mid. B. S. Gantt, Naval school, Philadelphia.

Lieuts. C. W. Chauncey, J. J. Boyle, G. M. Bache, J. K. Mitchell, Henry Moor, S. C. Rowan, and W. Chandler; Surgeon S. Sharp; Passed Midshipmen A. A. Holcomb, D. F. Dulany, R. Bache, D. D. Porter, O. H. Berryman, C. P. Patterson, and W. B. Whiting, coast survey under command of Lieut. T. R. Gedney.

11—P. Mid. J. F. Borden, Depot of charts, &c.

12—Capt. L. Rousseau, command of frigate Macedonian, vice Capt. B. Kennon, relieved on account of ill health, with leave to return home.

Passed Mid. R. Wainwright and W. H. Ball, detached from coast survey.

MARRIAGES.

In New York, on the 9th instant, by the Rev. Mr. HAGLEY, Captain ALEXANDER S. MACOMB, of the 2d regiment dragoons, U. S. A., to SUSAN, daughter of PHILIP KEARNY, Esq., of New York.

In Georgetown, D. C., on Thursday, 9th April, by the Rev. Mr. Johns, His Excellency ALEXANDER DE BODISCO, Chamberlain of His Majesty, the Emperor of all the Russias, his Actual Counsellor of State, Envoy Extraordinary and Minister Plenipotentiary to the United States, to Miss HARRIET WILLIAMS, daughter of BROOKE WILLIAMS, Esq., of the Adjutant General's office.

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2